

CAR-285

Federalsburg Multiple Resource District

FEDERALSBURG MULTIPLE RESOURCE AREA

DO NOT CIRCULATE

INTRODUCTION

This information has been compiled to request a determination of National Register eligibility for historic resources within the Federalburg Multiple Resource Area, for Federalburg's Community Development Block Grant program.

The overall boundaries of the Federalburg Multiple Resource Area are contiguous with the town's present corporate boundaries. Within this area, there are two historic districts, the West District and the East District, and six buildings likely to be eligible individually for the National Register.

The present appearance of much of Federalburg today reflects the town's growth and prosperity in the 19th century as a milling, shipbuilding, shipping, and industrial center. The town's riverside location on the northwest fork of the Nanticoke River, or Marshyhope Creek as it is now called, at an important river crossing led to the development of water powered mills, a shipbuilding industry, and to its popularity as a transportation and shipping center in the 19th century and early 20th century.

The town first grew around the mills on the northern edge of the present town center. Exeter Mill, burnt in the early 20th century, appears to have been in operation since the early 18th century; originally a grist and saw mill operation, the complex later included a carding mill and an iron furnace in the 19th century. The town center itself grew along Main Street and Bridge Street (now Central Avenue). First called "Pine Grove", then "Northwest Fork Bridge" and "Bridge", the town had stores, taverns and churches by the late 18th century. By 1793, the name was changed to Federalburg, probably for the Federalist party.

By the mid-19th century, the saw mills were producing lumber for ships built and launched at the wharves at the south end of town, where trading ships tied up. Nothing remains of this area today. Throughout much of the 19th century, Main and Bridge remained the main streets, and the town had only scattered buildings. In the closing decades of the century, Federalburg enjoyed a period of growth and prosperity, as a result of the town's industrial development in the southern end of town in the area of the newly built railroad tracks. The canning industry was especially important, with tomatoes a leading product. Other small industries located in this area were printing and paper plants and saw and flour mills. The town became a business and industrial center for the surrounding area, due to its shipping facilities by river, railroad and roadways. The town was active in improving its roads, and was proud of its innovative oyster shell roads which aided truck transportation.

The town's industrial growth brought a population increase and a demand for new housing and services. By the turn of the century, Federalburg considered itself one of the Eastern Shore's more progressive smaller towns, with many new buildings, streets, and industries. This growth, and civic improvements such as parks and public utilities, continued into the early decades of the 20th century.

DESCRIPTION

Federalsburg's historic resources largely reflect its period of greatest growth from the mid 19th century to the early decades of the 20th century, and are generally residential in character. Few of Federalsburg's earliest buildings remain within the limits of the Multiple Resource Area. Located north of Federalsburg however, and outside the boundaries of the Multiple Resource Area, are Exeter, on the National Register, Herring Hill, another local landmark, and the site of the Exeter mill complex, all from the town's earlier period.

Within the town, historic resources are concentrated along two of Federalsburg's oldest streets. The West District is centered along Main Street and several streets to the west of Main, and the East District is concentrated in the area of East Central Avenue and adjoining streets. The individual sites are located throughout Federalsburg, all on the west side of the river.

WEST DISTRICT

The West District includes buildings on both sides of Main Street, from west of the intersection with Park Lane/Old Denton Road, to the intersection with Railroad Avenue on the south. It also includes sections of Park Lane(3) from North Main to Morris Avenue; a section of both sides of Greenridge Street(8), west of Park Lane; and both sides of a section of West Central Avenue(9-12) between Main Street and Park Lane. The district is principally residential in character; the downtown commercial section of Main and Central Avenues is composed of modern commercial buildings, with only a few buildings of architectural or historical significance.(7,13,14)

The northwest edge of the district, on North Main Street (1-7) (Bloomingdale Avenue), is sharply defined by modern houses to the west on Bloomingdale. Similarly, on Greenridge Street, modern houses to the west abruptly mark the end of the district. Most of the houses excluded from the district on the east side of Park Lane, on the block of Greenridge between Main and Park, and on the other residential streets in the area west of Main Street, are either of modern construction or of little architectural quality, and lack cohesiveness in streetscape.

Most of the streets included within the district were among the earliest to be laid out; these streets, and many of the buildings still remaining today, appear on historical atlases of the mid and later 19th century and/or on a USGS quad map of 1905. These streets still largely reflect their turn of the century appearance, with few intrusions or gaps.

Along these streets are good groupings of residences dating from the mid-19th century to the early 20th century, most in good condition and many retaining their original decoration and/or siding. Those with modern siding retain their original form and some decoration. Uniformity of scale, height (2-3 stories), construction (frame) setting (small to medium yards, one story porches, and set near the street) help to unify the following several common house types and create cohesive streetscapes. Several recurring house types

appear: simple, two story gable-roofed, 2 or 3 bay wide houses with roof ridge parallel to the street; L-shaped, two story Queen Anne inspired houses with a projecting, gable ended two story wing or three sided bay unit; Colonial Revival derived two story cubical forms, 2 or 3 bays wide, with peaked roofs, occasionally with a cross gable. Regardless of type, almost all houses have one-story wooden porches. A few good quality, large bungalows are also interspersed among these. The district also contains one of the few remaining houses from Federalsburg's earliest period, "Sandy Hill" (1791), on the south end of Main Street. (19)

In addition to its residential buildings, the district has a few civic and commercial buildings of interest, all on Main Street. Nuttles Store⁽³⁾ at the intersection of North Main and Park Lane, is a well preserved one-story, frame, gable ended commercial building with many interior fixtures remaining intact, and operated by the same family since early in this century. A smaller, related frame commercial structure is located on the opposite side of the intersection. In the downtown section, in the block of Main Street north of Central Avenue are three commercial buildings of interest. The Maryland National Bank building, originally housing Federalsburg National Bank (established in 1901), was built ca. 1904. A fine, small classical revival brick building in very good condition, the bank has a less successful modern addition which does not diminish the quality of the original building. (13,14)

The Masonic Building, built in 1919, housed a Ford dealership and the Masons; on the 2nd floor, the first movies in Federalsburg were shown. (13,14) It is a large, 2 story hip roofed, stuccoed building with brick trim, with Colonial Revival doorway, dormers, and arched windows on its second floor. The Family Shoe Store, at 115 Main, opposite the Masonic building, is a small 19th century 2 story brick commercial building, the only one remaining: it is in good condition with much of its wood trim intact.

(15-19)

South on Main Street, south of Central Avenue, #120 is a good two-story, gable-ended commercial building with a two story wooden porch, in good condition, and still in commercial use. (15)

Opposite this, on the southwest corner of Main and Maple, is the Methodist Protestant Church. The church, established in 1901, bought this building, the former Presbyterian Church and repaired and renovated it. In 1932, the tall spire which was originally atop the tower burnt, and was not replaced. The church today presents essentially the same appearance as in 1932, except for loss of the spire and the more recent aluminum siding. (16)

At the south end of Main Street is the Federalsburg Railroad Station, on the north side of the Delaware Railroad tracks. This is a well designed, late nineteenth century station similar to several other stations on the Eastern Shore. It is in excellent condition and still in use.

EAST DISTRICT

The East District is a residential area located on the east side of Marshyhope Creek, and is separated from the West District by the river, by several modern commercial buildings on both banks of the river and by open space on the east bank (20). It is comprised of buildings on both sides of most of East Central Avenue, most of both sides of Liberty Street from East Central to Chambers, and a group of buildings along Davis Street. The district is bounded on the south and east by modern houses and new industrial and commercial buildings, and by a group of small plain houses east of the district on East Central Avenue.

East Central Avenue, (21-26) one of the original routes through Federalsburg, still largely reflects its 19th-early 20th century appearance, and presents an unbroken, uniform streetscape of 2-3 story frame houses set close to the road in small-medium size yards, all with one story porches, much like streetscapes in the West District. Liberty Street (27-29) continues this kind of streetscape and like East Central Avenue, most of the houses are of the types previously described in the West District and in a similar state of preservation. An unusual house in this district is the house at 206 East Central, a Tudor-bungalow combination with double gabled front facade and simulated half-timbering (22). Some of the most substantial houses in the district are located on the West end of East Central nearest the river, as at 120 and 122. (21).

On Davis St., off East Central Avenue, is a group of houses (30-34) of a somewhat different character but visually linked to the rest of the district by a park-like setting and driveway, as well as historical association. These are a group of small frame houses which at one time housed workers at the Davis family poultry and feed company. The Davis family lived nearby on East Central Avenue. This street and buildings appear on the 1905 USGS map. The houses are of two main types: larger gable ended, narrow two story houses with porches, and smaller two story houses with a shed roofed addition to the side. At least one of these, the Davis House at 109 A. Davis St. was moved here from Central Avenue in 1963 (30). The main 1½ story section of it has been described as an important example of early domestic architecture and frame construction in Caroline County (MIT survey files). It was probably built by Cain Ross between 1794-1800, and is one of the earliest buildings in Federalsburg. The west two story section is a later addition, and resembles parts of the other buildings in this group.

Most of the buildings in the group are in good condition and retain their original clapboarding; one is shingled. Two are larger in size, and have gable end facades with porches.

INDIVIDUAL SITES

The Federalsburg Multiple Resource Area also contains the following buildings worthy of individual listing on the National Register of Historic Places.

H.V. Messenger/John E. Elrick House, southwest corner of West Central Avenue and Buena Vista Avenue. This early 20th century brick house is unusual in Federalsburg for its eclectic, elaborate design. It was the home of H.V. Messenger, prominent in the tomato canning industry, and by the 1930's owned by John E. Elrick, another local businessman. The house combines elements of the Colonial Revival in detailing such as voussoirs and keystones, the Mediterranean, in its tile roof, an Oriental flavor in its roof lines, and Prairie Style form and use of blocks, piers, banding and deep eaves. It also features a garage in similar design.(35)

Homeland, southwest corner of Bank and Charles Streets, the White/Williamson House, was built ca. 1839. It was formerly the Methodist Episcopal Church parsonage and was moved to its present site from a location on Main Street.(36)

Zion Methodist Episcopal Church, Old Denton Road, built in 1913. This frame church, now aluminum sided, has historically served a black congregation. It features stained glass windows, and retains ornamental woodwork in its tower.(37)

Goslin House, 205 West Central Avenue, is a two story frame house with the only mansard roof in Federalsburg, and was originally the home of Senator E. E. Goslin. Prior to the construction of West Central Avenue in the first decade of the 20th century, this property extended as far east as Main Street, and at one time featured extensive lawns and gardens. A wing of this house has been moved to Park Lane (206-208) and the house itself has been aluminum sided.(38)

House, 303 Academy Street, like the house across from it at 304 Academy, (see below) is one of the best of the group of houses of similar age and type on this street. It retains its elaborate wooden porch and decorative gable woodwork. (39)

House, 304 Academy Street, like #303, one of the best in this group, also has a fine wooden porch and wooden gable ornament, as well as a projecting three sided bay unit on the east side.(40)

SIGNIFICANCE

The historic resources contained within the Federalsburg Multiple Resource Area represent aspects of the development resulting from the town's commercial and industrial growth from the mid-19th century into the early 20th century. Federalsburg, an important Eastern Shore milling, shipbuilding, shipping and industrial center located at the junction of river, rail and road routes, experienced its greatest growth in the late 19th century and early 20th century. This growth is clearly documented in the two districts and six individual buildings which have been described.

The two districts are primarily residential and contain well-preserved and cohesive groupings of buildings, which retain integrity of design, form, scale, and setting, creating streetscapes in which there are few losses, gaps, or modern intrusions. The six individual buildings of National Register quality all have architectural and/or historical significance in Federalsburg's history.

BIBLIOGRAPHY

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Federalsburg, An Historical Souvenir, 1904.

Merriken, Elenor R., Herring Hill, Denton, Maryland 1969.

Papenfuse, Edward C. et. al., Maryland, A New Guide to the Old Line State, Baltimore, 1976.

Maryland Geological Survey quad maps, surveyed 1905, reprinted 1928.

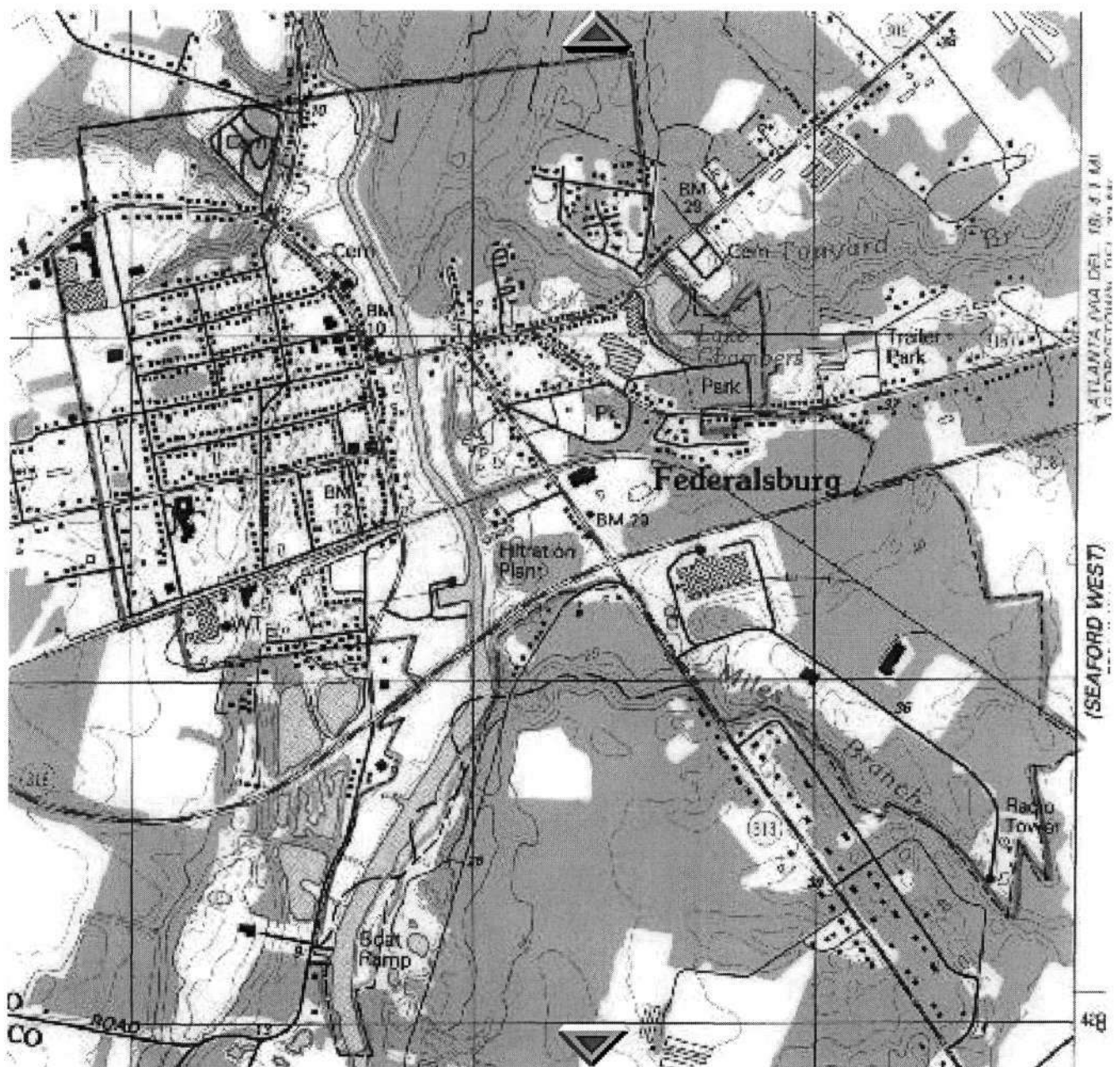
The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland, Bicentennial Edition 1976.

Prepared by:

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Maryland Historical Trust
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Annapolis, Maryland 21401

(301) 269-2438
October 16, 1980

FEDERALSBURG MULTIPLE RESOURCE AREA
FEDERALSBURG QUAD
CAROLINE COUNTY



NR Eligible: yes ☐ no ☐

Is the property located within a historic district? x yes no

Preparer's Recommendation: Contributing resource x yes no Non-contributing but eligible in another context

Preparer's Recommendation:	Eligible	yes	no
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Town of Federalsburg Municipal Records; Maryland Historical Trust; Chicago Bridge and Iron Company

During the middle decades of nineteenth century, the Town of Federalsburg grew around the lumber and shipbuilding industries established along the northwest fork of the Nanticoke River, now called the Marshyhope Creek. During the final decades of the nineteenth century, industrial growth occurred near the railroad built at the south end of town, which included canning, especially of tomatoes, printing and paper plants, and saw and flour mills. The ability to ship by rail, road, and river made the town a business and industrial center for the region. The early decades of the twentieth century in Federalsburg were marked by continued population and industrial growth, and a focus on civic improvements. Civic improvements included establishing parks, upgrading and expanding water service, and installing a sewer system.

Date _____

300503282

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

CAR-285

The Federalsburg Municipal Water Tower*

In 1927, the Town of Federalsburg contracted with Chicago Bridge and Iron Works for the design and installation of a 150,000 gallon water tower on Morris Avenue (figure 3). Standing at just over one hundred feet tall, the steel plate, hemispherical bottom tank sits on posts using a truss design. The posts are anchored to concrete piers. The company constructed the tower and tank at its shops, then assembled the parts on site at the highest point in town. Founded in 1889, and still in business making storage tanks, the Chicago Bridge and Iron Works designed and installed the first full hemispherical bottom water tank in Fort Dodge, Iowa in 1894 (Chicago Bridge and Iron Company 2005, <http://www.cbi.com/about/history.aspx>).

The water tower was a critical component in Federalsburg's water supply system. The tank formed part of a water supply and distribution system that consisted of two eighteen-inch diameter Kelley reinforced concrete wells, each sunk just over forty feet deep. A pumping station held two electric motor-driven centrifugal pumps, and one gas engine-driven centrifugal pump, for total delivery capacity of 1500 gallons per minute, which matched the capacity of the wells. The delivery system consisted of six and eight inch cast-iron pipes, with smaller mains supplying sparsely populated parts of town, and areas outside of the town limits. In addition to providing residential and commercial water service, the system supplied fifty-five hydrants (from *An Historical Souvenir of Federalsburg*, 1932). For systems lacking a natural means of obtaining a gravity-fed water supply, water towers were an inexpensive solution for maintaining sufficient water pressure delivery. Water towers also generally held a day's supply of water for use if pumps failed. In addition, the improved performance of the water system reduced fire insurance rates where used.

National Register of Historic Places Eligibility

The Municipal Water Tower is eligible for inclusion on the National Register of Historic Places under Criterion A, structures that are associated with events that have made a significant contribution to the broad patterns of our history; and Criterion C, structures that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The Water Tower is a contributing element to the Federalsburg Multiple Resource District, and the Federalsburg West Historic District in that it is a resource that reflects the growth of Federalsburg from the mid-nineteenth century to the early twentieth century, especially in the area of civic improvements. The water tower retains integrity of location, design, setting, materials, workmanship, feeling, and association. The tower and tank design is a modified version of the type of assembly first introduced by the Chicago Bridge and Iron Company. The Company designed, constructed, and installed the tank and tower assembly at its present location. Since its installation, the paint color has been changed, but no other modifications are evident. The area surrounding the tower has changed from a mix of residential lots, and open space, to solely a residential district; however, the change in setting does not compromise its significance.

*The Town of Federalsburg is replacing the two water towers used for its water supply system, the M&M Refrigeration Water Tower and the Municipal Water Tower, with a single tower of larger capacity. The two existing towers will be removed. As requested by the Maryland Historical Trust, this form and a series of black and white photographs serve as mitigation for the removal of the Municipal Water Tower.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

CAR-285

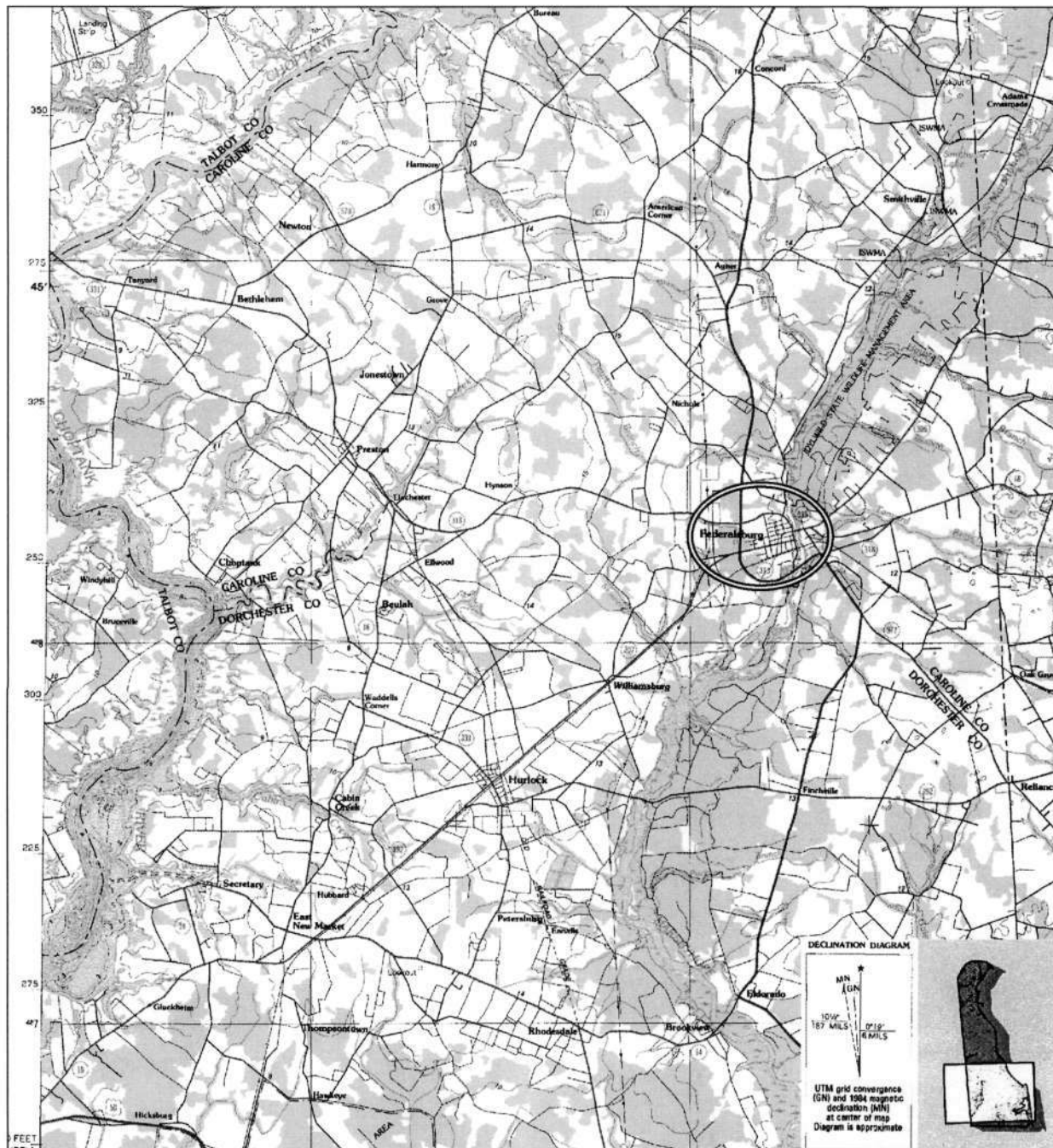


Figure 1: Seaford 100,000 scale USGS topographic map, showing the location of Federalsburg, Maryland.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 4

CAR-285

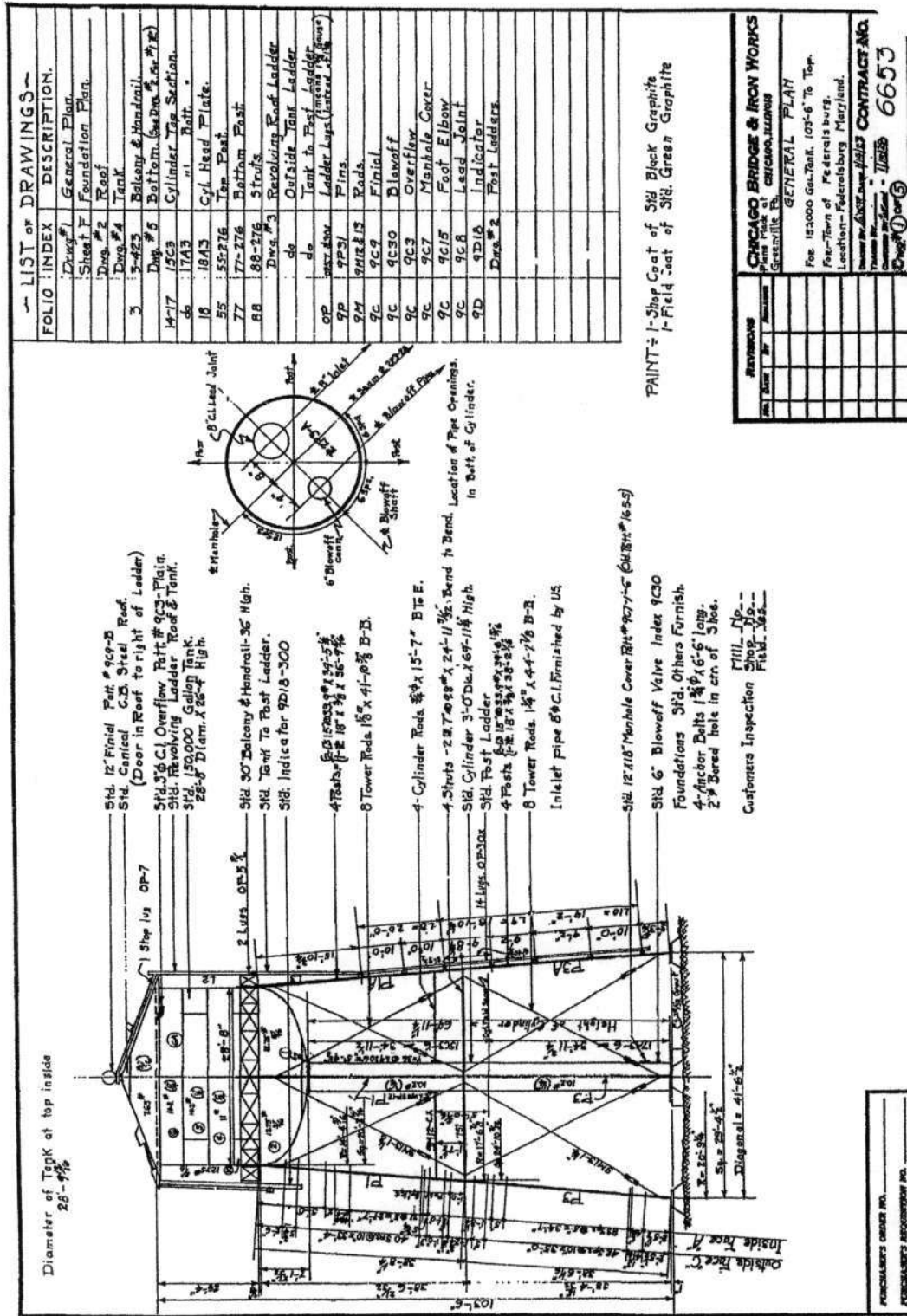
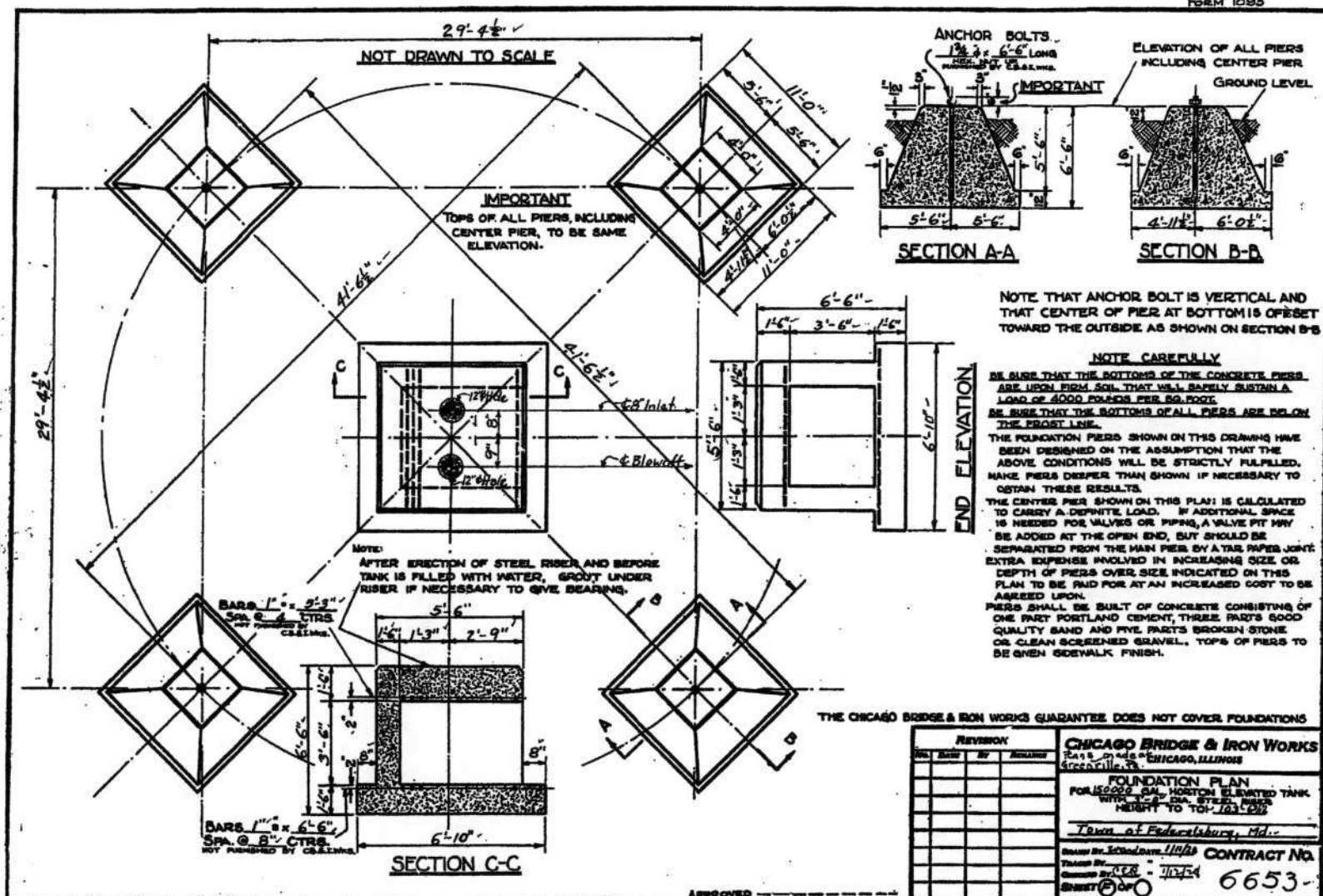
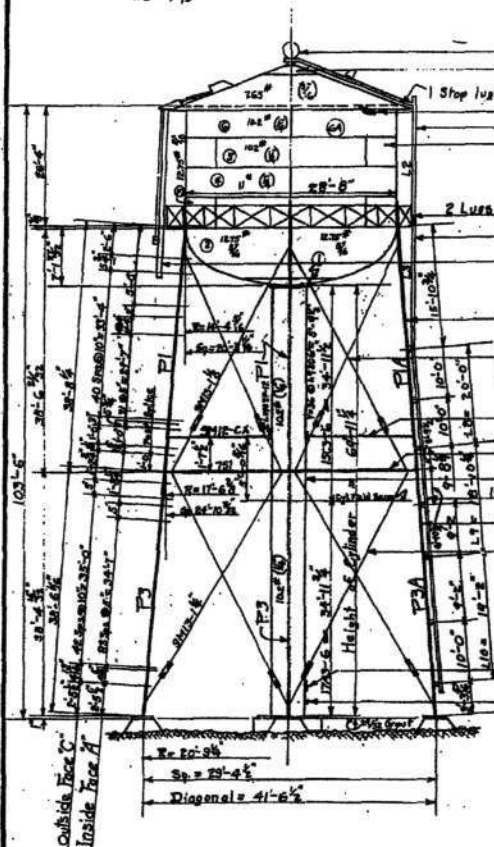


Figure 3: Schematic of the Municipal Water Tower, as designed by the Chicago Bridge and Iron Works Company. Note that the color specification of "green" does not conform to the present color, which is light blue.



Diameter of Tank at top inside
28'-9 1/2"



Std. 12" Final Palt #9C9-D
Std. Canical C.B. Steel Rod.
(Door in Roof to right of Ladder)

Std. 30" C.I. Overflow Palt #9C3-Plain.
Std. Revolving Ladder Roof & Tank.
Std. 150,000 Gallon Tank.
28'-6" Diam. x 26'-4" High.

Std. 30" Balcony & Handrail-36" High.
Std. Tank To Post Ladder.
Std. Indica for 9D18-300

4 Tower Rods 1 1/2" x 41'-10 3/8" B-B.

4 Cylinder Rods 3/4" x 15'-7" B to E.

4 Struts -2" x 4" x 11 1/2" Bend to Bend.

Std. Cylinder 3'-0" Dia. x 6'-11 1/4" High.

Std. Post Ladder

4 Posts 1 1/2" x 18" x 36'-7 1/4"

4 Tower Rods 1 1/2" x 44'-1 1/8" B-B.

Inlet pipe 6" C.I. furnished by US

Std. 12" x 18" Manhole Cover #9C7-1-6 (CH. 1655)

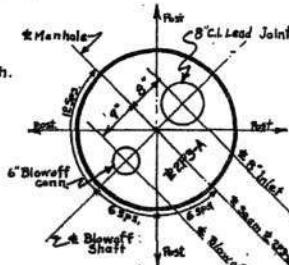
Std. 6" Blowoff Valve Index 9C30

Foundations Std. Others Furnish.

4 Anchor Bolts 1 1/4" x 6'-6" long.

2" Bored hole in ctr. of Shoes.

Customers Inspection Mill. No. Shop No. Field No.



— LIST OF DRAWINGS —

FOLIO	INDEX	DESCRIPTION
Drwg #1	General Plan.	
Sheet F	Foundation Plan.	
Dwg #2	Roof	
Dwg #4	Tank	
3-423	Balcony & Handrail.	
Dwg #5	Bottom (See Dwg #2 & #4)	
14-17	15C3	Cylinder Top Section.
do	17A3	" " Bolt.
18	18A3	Cyl Head Plate.
55	55-276	Top Post.
77	77-276	Bottom Post.
88	88-276	Struts
Dwg #3	Revolving Roof Ladder	
do	Outside Tank Ladder	
do	Tank to Post Ladder	
OP	257-258	Ladder Lugs (instead of 258)
9P	9P3	Pins.
9M	9M2-13	Rods.
9C	9C9	Final
9C	9C30	Blowoff
9C	9C3	Overflow
9C	9C7	Manhole Cover
9C	9C15	Foot Elbow
9C	9C8	Lead Joint
9D	9D18	Indicator
Dwg #2	Post Ladders	

PAINT: 1-Shop Coat of Std. Black Graphite
1-Field Coat of Std. Green Graphite

PURCHASER'S ORDER NO.
PURCHASER'S REQUEST NO.

REVISIONS				CHICAGO BRIDGE & IRON WORKS	
NO.	DATE	BY	REVISION	Plans Made at CHICAGO, ILLINOIS	
				Greenville Pa.	
				GENERAL PLAN	
				For 150,000 Gal. Tank, 103'-6" To Top.	
				For Town of Federalburg.	
				Location - Federalburg Maryland.	
				Drawn by: A. W. D. Date: 1/15/13 CONTRACT NO.	
				Checked by: J. H. S. Date: 1/15/13	
				Over: 1/15/13 6653	

CH-285

SECTION C-C

SECTION B-B

PIERS SHALL BE BUILT OF CONCRETE CONSISTING OF ONE PART PORTLAND CEMENT, THREE PARTS GOOD QUALITY SAND AND FIVE PARTS BROKEN STONE OR CLEAN SCREENED GRAVEL. TOPS OF PIERS TO BE GIVEN SIDEWALK FINISH.

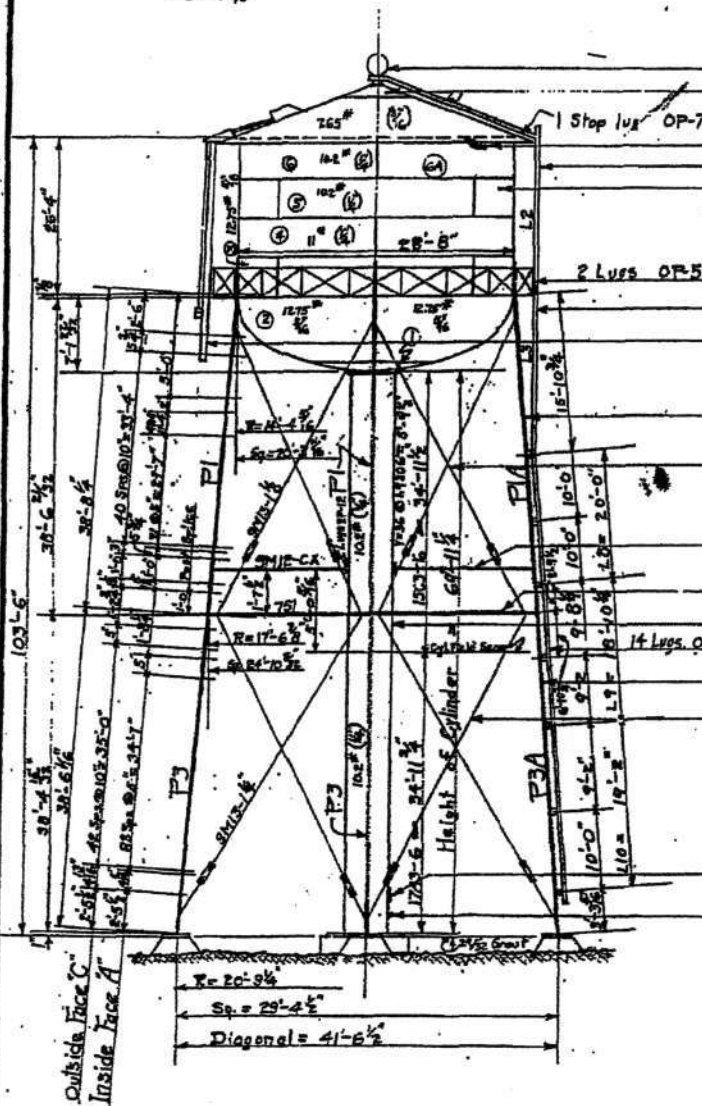
END ELEVATION.

THE CHICAGO BRIDGE & IRON WORKS GUARANTEE DOES NOT COVER FOUNDATIONS

[illegible]

AK-2

Diameter of Tank at top inside
28'-9 1/8"



Std. 12" Finial Patt. # 9C9-B
Std. Conical C.B. Steel Roof.
(Door in Roof to right of Ladder)

Std. 3" C.I. Overflow Patt. # 9C3-Plain.
Std. Revolving Ladder Roof & Tank.
Std. 150,000 Gallon Tank.
28'-8" Diam. X 26'-4" High.

Std. 30" Balcony & Handrail-36" High.
Std. Tank To Post Ladder.
Std. Indicator 9D18-300

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8 Tower Rods 1 1/2" x 41'-10 3/8" B-B.

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Std. Post Ladder

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8 Tower Rods 1 1/2" x 44'-1 1/8" B-B.

Inlet pipe 8" C.I. furnished by US

Std. 12" x 18" Manhole Cover Patt. # 9C7-1'-6" (O.H. Patt. # 1655)

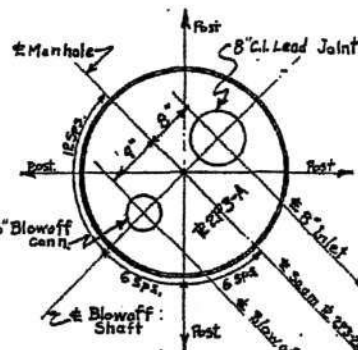
Std. 6" Blowoff Valve Index 9C30

Foundations Std. Others Furnish.

4 Anchor Bolts 1 1/4" x 6'-6" long.

2" Bored hole in ctr. of Shoe.

Customers Inspection Mill. No. -
Shop No. -
Field No. -



Location of Pipe Openings.
In Bott. of Cylinder.

~ LIST OF DRAWINGS ~

FOLIO	INDEX	DESCRIPTION.
	Drwg. #1	General Plan.
	Sheet F	Foundation Plan.
	Drwg. #2	Roof
	Drwg. #4	Tank
3	3-423	Balcony & Handrail.
	Drwg. #5	Bottom (See Drwg. #2 for #12)
14-17	15C3	Cylinder Top Section.
do	17A3	" " Bott. "
18	18A3	Cyl. Head Plate.
55	55-276	Top Post.
77	77-276	Bottom Post
88	88-276	Struts
	Drwg. #3	Revolving Roof Ladder
do		Outside Tank Ladder
do		Tank to Post Ladder
OP	OP-7	Ladder Lugs (instead of 1/4" gauge)
9P	9P31	Pins.
9M	9M12 & 13	Rods.
9C	9C9	Finial.
9C	9C30	Blowoff
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9C	9C7	Manhole Cover
9C	9C15	Foot Elbow
9C	9C8	Lead Joint
9D	9D18	Indicator
	Drwg. #2	Post Ladders

PAINT: 1-Shop Coat of Std. Black Graphite
1-Field Coat of Std. Green Graphite

REVISIONS				CHICAGO BRIDGE & IRON WORKS Plans Made at CHICAGO, ILLINOIS GREENVILLE, PA.
NO.	DATE	BY	REVISIONS	
				GENERAL PLAN For 150,000 Gal. Tank, 103'-6" To Top. For Town of Federalsburg. Location - Federalsburg Maryland.
				DRAWN BY: <u>W.C.F.</u> DATE: <u>1/14/23</u> CONTRACT NO. <u>6653</u> CHECKED BY: <u>W.C.F.</u> DATE: <u>1/17/23</u> APPROVED BY: <u>W.C.F.</u> DATE: <u>1/17/23</u>

CAR-285

PURCHASER'S ORDER NO. _____
PURCHASER'S REQUESTION NO. _____

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 3

CAR-285



Figure 2: Federalsburg 7.5 minute USGS topographic map, indicating the location of the Federalsburg Municipal Water Tower. The tower sits within the Federalsburg Multiple Resource Area (CAR-285), and the vicinity of the Federalsburg West Historic District (CAR-338).



Federalburg Multiple Resource District / Federalburg West Historic District

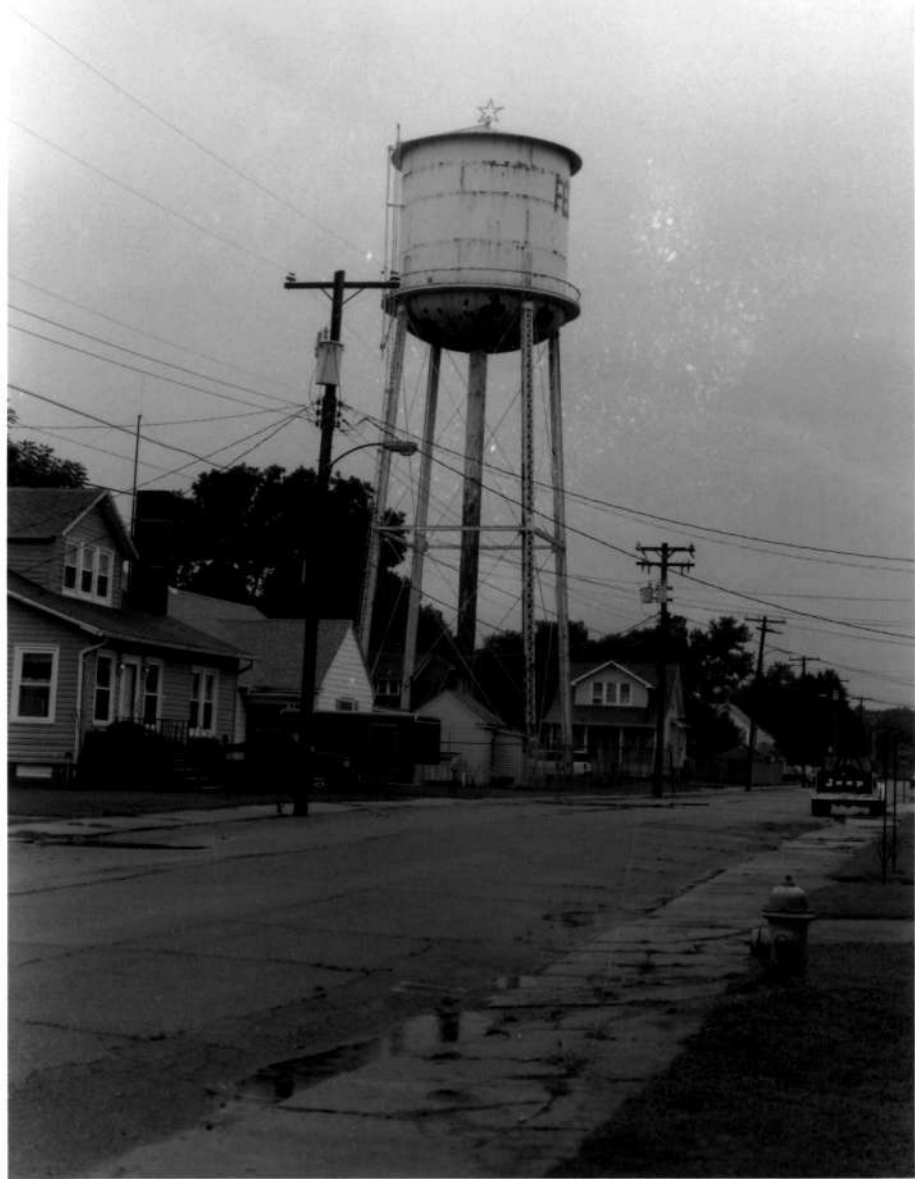
CAR-285 / CAR-332

Municipal Water Tower

Corner of Morris and Vernon Aves

Facing SE, from Greenridge Rd,
btwn University and Vernon Aves

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR-285 / CAR-338

Municipal Water Tower

Corner of Morris and Vernon Aves

Facing NW, from Morris Ave,
north of Park Ave

August 19, 2005



Federalshurg Multiple Resource District / Federalshurg West Historic District
CAR-285 / CAR-338

Municipal Water Tower

Corner of Morris and Vernon Aves

Facing 30° N of W, from Central Ave.

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR-285 / CAR-338

Municipal Water Tower

Corner of Morris & Vernon Aves

Facing WNW, from corner of Morris
and Park Aves.

August 19, 2005



Federalburg Multiple Response District / Federalburg West Historic District

CAR-285 / CAR-338

Municipal Water Tower

Corner of Morris and Vernon Aves

Facing SE, from Greenridge St,
btwn. University and Vernon Aves

August 19, 2005

Homeland

CAROLINE COUNTY PUBLIC LIBRARY
CAR-285
HOMELAND

FEDERALSBURG MULTIPLE RESOURCE AREA

DO NOT CIRCULATE

INTRODUCTION

This information has been compiled to request a determination of National Register eligibility for historic resources within the Federalburg Multiple Resource Area, for Federalburg's Community Development Block Grant program.

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The present appearance of much of Federalburg today reflects the town's growth and prosperity in the 19th century as a milling, shipbuilding, shipping, and industrial center. The town's riverside location on the northwest fork of the Nanticoke River, or Marshyhope Creek as it is now called, at an important river crossing led to the development of water powered mills, a shipbuilding industry, and to its popularity as a transportation and shipping center in the 19th century and early 20th century.

The town first grew around the mills on the northern edge of the present town center. Exeter Mill, burnt in the early 20th century, appears to have been in operation since the early 18th century; originally a grist and saw mill operation, the complex later included a carding mill and an iron furnace in the 19th century. The town center itself grew along Main Street and Bridge Street (now Central Avenue). First called "Pine Grove", then "Northwest Fork Bridge" and "Bridge", the town had stores, taverns and churches by the late 18th century. By 1793, the name was changed to Federalburg, probably for the Federalist party.

By the mid-19th century, the saw mills were producing lumber for ships built and launched at the wharves at the south end of town, where trading ships tied up. Nothing remains of this area today. Throughout much of the 19th century, Main and Bridge remained the main streets, and the town had only scattered buildings. In the closing decades of the century, Federalburg enjoyed a period of growth and prosperity, as a result of the town's industrial development in the southern end of town in the area of the newly built railroad tracks. The canning industry was especially important, with tomatoes a leading product. Other small industries located in this area were printing and paper plants and saw and flour mills. The town became a business and industrial center for the surrounding area, due to its shipping facilities by river, railroad and roadways. The town was active in improving its roads, and was proud of its innovative oyster shell roads which aided truck transportation.

The town's industrial growth brought a population increase and a demand for new housing and services. By the turn of the century, Federalburg considered itself one of the Eastern Shore's more progressive smaller towns, with many new buildings, streets, and industries. This growth, and civic improvements such as parks and public utilities, continued into the early decades of the 20th century.

DESCRIPTION

Federalsburg's historic resources largely reflect its period of greatest growth from the mid 19th century to the early decades of the 20th century, and are generally residential in character. Few of Federalsburg's earliest buildings remain within the limits of the Multiple Resource Area. Located north of Federalsburg however, and outside the boundaries of the Multiple Resource Area, are Exeter, on the National Register, Herring Hill, another local landmark, and the site of the Exeter mill complex, all from the town's earlier period.

Within the town, historic resources are concentrated along two of Federalsburg's oldest streets. The West District is centered along Main Street and several streets to the west of Main, and the East District is concentrated in the area of East Central Avenue and adjoining streets. The individual sites are located throughout Federalsburg, all on the west side of the river.

WEST DISTRICT

The West District includes buildings on both sides of Main Street, from west of the intersection with Park Lane/Old Denton Road, to the intersection with Railroad Avenue on the south. It also includes sections of Park Lane(3) from North Main to Morris Avenue; a section of both sides of Greenridge Street(8), west of Park Lane; and both sides of a section of West Central Avenue(9-12) between Main Street and Park Lane. The district is principally residential in character; the downtown commercial section of Main and Central Avenues is composed of modern commercial buildings, with only a few buildings of architectural or historical significance. (7,13,14)

The northwest edge of the district, on North Main Street (1-7) (Bloomingdale Avenue), is sharply defined by modern houses to the west on Bloomingdale. Similarly, on Greenridge Street, modern houses to the west abruptly mark the end of the district. Most of the houses excluded from the district on the east side of Park Lane, on the block of Greenridge between Main and Park, and on the other residential streets in the area west of Main Street, are either of modern construction or of little architectural quality, and lack cohesiveness in streetscape.

Most of the streets included within the district were among the earliest to be laid out; these streets, and many of the buildings still remaining today, appear on historical atlases of the mid and later 19th century and/or on a USGS quad map of 1905. These streets still largely reflect their turn of the century appearance, with few intrusions or gaps.

Along these streets are good groupings of residences dating from the mid-19th century to the early 20th century, most in good condition and many retaining their original decoration and/or siding. Those with modern siding retain their original form and some decoration. Uniformity of scale, height (2-3 stories), construction (frame) setting (small to medium yards, one story porches, and set near the street) help to unify the following several common house types and create cohesive streetscapes. Several recurring house types

EAST DISTRICT

The East District is a residential area located on the east side of Marshyhope Creek, and is separated from the West District by the river, by several modern commercial buildings on both banks of the river and by open space on the east bank (20). It is comprised of buildings on both sides of most of East Central Avenue, most of both sides of Liberty Street from East Central to Chambers, and a group of buildings along Davis Street. The district is bounded on the south and east by modern houses and new industrial and commercial buildings, and by a group of small plain houses east of the district on East Central Avenue.

East Central Avenue, (21-26) one of the original routes through Federalsburg, still largely reflects its 19th-early 20th century appearance, and presents an unbroken, uniform streetscape of 2-3 story frame houses set close to the road in small-medium size yards, all with one story porches, much like streetscapes in the West District. Liberty Street (27-29) continues this kind of streetscape and like East Central Avenue, most of the houses are of the types, previously described in the West District and in a similar state of preservation. An unusual house in this district is the house at 206 East Central, a Tudor-bungalow combination with double gabled front facade and simulated half-timbering (22). Some of the most substantial houses in the district are located on the West end of East Central nearest the river, as at 120 and 122. (21).

On Davis St., off East Central Avenue, is a group of houses (30-34) of a somewhat different character but visually linked to the rest of the district by a park-like setting and driveway, as well as historical association. These are a group of small frame houses which at one time housed workers at the Davis family poultry and feed company. The Davis family lived nearby on East Central Avenue. This street and buildings appear on the 1905 USGS map. The houses are of two main types: larger gable ended, narrow two story houses with porches, and smaller two story houses with a shed roofed addition to the side. At least one of these, the Davis House at 109 A. Davis St. was moved here from Central Avenue in 1963 (30). The main 1½ story section of it has been described as an important example of early domestic architecture and frame construction in Caroline County (MIT survey files). It was probably built by Cain Ross between 1794-1800, and is one of the earliest buildings in Federalsburg. The west two story section is a later addition, and resembles parts of the other buildings in this group.

Most of the buildings in the group are in good condition and retain their original clapboarding; one is shingled. Two are larger in size, and have gable end facades with porches.

INDIVIDUAL SITES

The Federalsburg Multiple Resource Area also contains the following buildings worthy of individual listing on the National Register of Historic Places.

H.V. Messenger/John E. Elrick House, southwest corner of West Central Avenue and Buena Vista Avenue. This early 20th century brick house is unusual in Federalsburg for its eclectic, elaborate design. It was the home of H.V. Messenger, prominent in the tomato canning industry, and by the 1930's owned by John E. Elrick, another local businessman. The house combines elements of the Colonial Revival in detailing such as voussoirs and keystones, the Mediterranean, in its tile roof, an Oriental flavor in its roof lines, and Prairie Style form and use of blocks, piers, banding and deep eaves. It also features a garage in similar design.(35)

Homeland, southwest corner of Lank and Charles Streets, the White/Williamson House, was built ca. 1839. It was formerly the Methodist Episcopal Church parsonage and was moved to its present site from a location on Main Street.(36)

Zion Methodist Episcopal Church, Old Denton Road, built in 1913. This frame church, now aluminum sided, has historically served a black congregation. It features stained glass windows, and retains ornamental woodwork in its tower.(37)

Goslin House, 205 West Central Avenue, is a two story frame house with the only mansard roof in Federalsburg, and was originally the home of Senator E. E. Goslin. Prior to the construction of West Central Avenue in the first decade of the 20th century, this property extended as far east as Main Street, and at one time featured extensive lawns and gardens. A wing of this house has been moved to Park Lane (206-208) and the house itself has been aluminum sided.(38)

House, 303 Academy Street, like the house across from it at 304 Academy, (see below) is one of the best of the group of houses of similar age and type on this street. It retains its elaborate wooden porch and decorative gable woodwork. (39)

House, 304 Academy Street, like #303, one of the best in this group, also has a fine wooden porch and wooden gable ornament, as well as a projecting three sided bay unit on the east side.(40)

SIGNIFICANCE

The historic resources contained within the Federalsburg Multiple Resource Area represent aspects of the development resulting from the town's commercial and industrial growth from the mid-19th century into the early 20th century. Federalsburg, an important Eastern Shore milling, shipbuilding, shipping and industrial center located at the junction of river, rail and road routes, experienced its greatest growth in the late 19th century and early 20th century. This growth is clearly documented in the two districts and six individual buildings which have been described.

The two districts are primarily residential and contain well-preserved and cohesive groupings of buildings, which retain integrity of design, form, scale, and setting, creating streetscapes in which there are few losses, gaps, or modern intrusions. The six individual buildings of National Register quality all have architectural and/or historical significance in Federalsburg's history.

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Prepared by:

Peggy Bruns Weissman
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Annapolis, Maryland 21401

(301) 269-2438
October 16, 1980



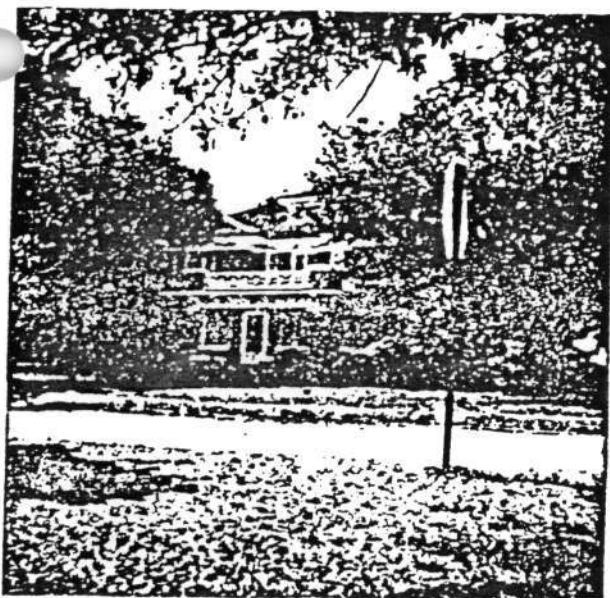
- Davis St., east side, with
109A in rear

33



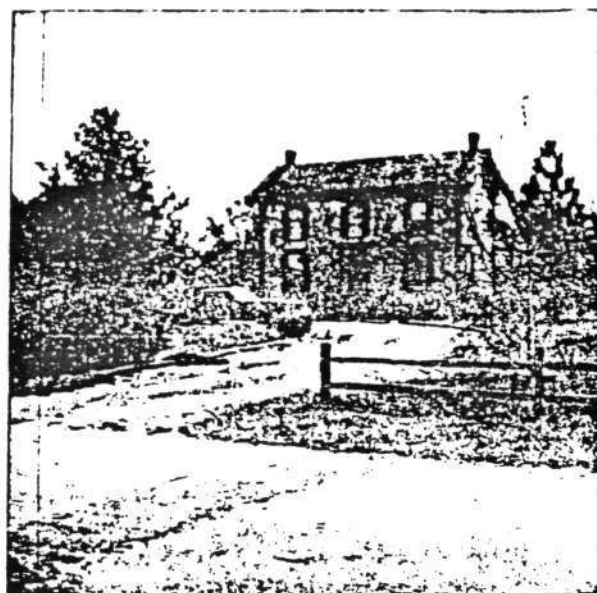
- 119 and 121 Davis Street

34



- H.V. Messenger/J.F. Elrick Hse.

35



- "Homeland"

36

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: M&M Refrigeration Water Tower Inventory Number: Contrib. Res., CAR-285
Address: Caroline Industrial Park, 412 Railroad Avenue City: Feddersburg Zip Code: 21632
County: Caroline USGS Topographic Map: Feddersburg
Owner: Town of Feddersburg Is the property being evaluated a district? ☐ yes
Tax Parcel Number: 256 Tax Map Number: 201 Tax Account ID Number: n/a
Project: Feddersburg Water Tower Replacement Project Agency: Town of Feddersburg
Site visit by MHT Staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property located within a historic district? ☒ yes ☐ no

If the property is within a district

District Inventory Number: CAR-285

NR-listed district ☐ yes Eligible district ☒ yes District Name: Feddersburg Multiple Resource District

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☒

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ yes ☐ no

Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☒ B ☐ C ☐ D ☒ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Town of Feddersburg Municipal Records; Maryland Historical Trust; Chicago Bridge and Iron Company

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The M&M Refrigeration Water Tower lies within the Feddersburg Multiple Resource District (CAR-285; figures 1 and 2), which encompasses the municipal boundaries. The tower sits near the Feddersburg West Historic District (CAR-338), but was not included for determination of National Register of Historic Places eligibility in the District nomination. The stated goal of the District nomination was to include resources that reflected the growth of Feddersburg from the mid-nineteenth century to the early twentieth century.

During the middle decades of nineteenth century, the Town of Feddersburg grew around the lumber and shipbuilding industries established along the northwest fork of the Nanticoke River, now called the Marshyhope Creek. During the final decades of the nineteenth century, industrial growth occurred near the railroad built at the south end of town, which included canning, especially of tomatoes, printing and paper plants, and saw and flour mills. The ability to ship by rail, road, and river made the town a business and industrial center for the region. The early decades of the twentieth century in Feddersburg were marked by continued population and industrial growth, and a focus on civic improvements. Civic improvements included establishing parks, upgrading and expanding water service, and installing a sewer system.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☒ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:

Andrew Lewis
Reviewer, Office of Preservation Services

11/29/05

Date

Blair
Reviewer, NR Program

11/21/05

Date

200503262

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

CAR-285

The M&M Refrigeration Water Tower*

In the 1950s, the Caroline Poultry Company bought, moved, and installed the water tower sitting in the Caroline Industrial Park. Constructed in 1921 by the Chicago Bridge and Iron Company, the water tower once served the needs of a railroad in Connecticut. The steel plate, hemispherical bottom tank sits on posts using a truss design. The posts are anchored to concrete piers. Founded in 1889, and still in business making storage tanks, the Chicago Bridge and Iron Works designed and installed the first full hemispherical bottom water tank in Fort Dodge, Iowa in 1894 (Chicago Bridge and Iron Company 2005, <http://www.cbi.com/about/history.aspx>). The 100,000 gallon capacity tank helped to ensure a continuous supply of water for industrial purposes, and likely reduced fire insurance costs for the company.

National Register of Historic Places Eligibility

The M&M Refrigeration Water Tower is not eligible as a contributing element to the Federalsburg Multiple Resource District, or the Federalsburg West Historic District. However, it is eligible for inclusion on the National Register of Historic Places under Criterion C, structures that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. The tower and tank design is representative of the type of assembly introduced by the Chicago Bridge and Iron Company. Such tank and tower combinations can be found throughout the United States, it being a popular and affordable solution to addressing the desire for reliable water supply systems for small municipalities, industrial and manufacturing complexes, and railroads.

The M&M Refrigeration Water Tower retains integrity of design, materials, workmanship, and feeling. While not installed at its original location, it is not primarily significant for this reason, and, therefore, satisfies Criteria consideration B. Similarly, setting, and association have changed from the time of its original installation; however, it does sit an environment suitable to the historic use and association of towers of the same design, and, therefore, satisfies Criteria consideration E.

*The Town of Federalsburg is replacing the two water towers used for its water supply system, the M&M Refrigeration Water Tower and the Municipal Water Tower, with a single tower of larger capacity. The two existing towers will be removed. As requested by the Maryland Historical Trust, this form and a series of black and white photographs serve as mitigation for the removal of the M&M Refrigeration Water Tower.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

CAR-285

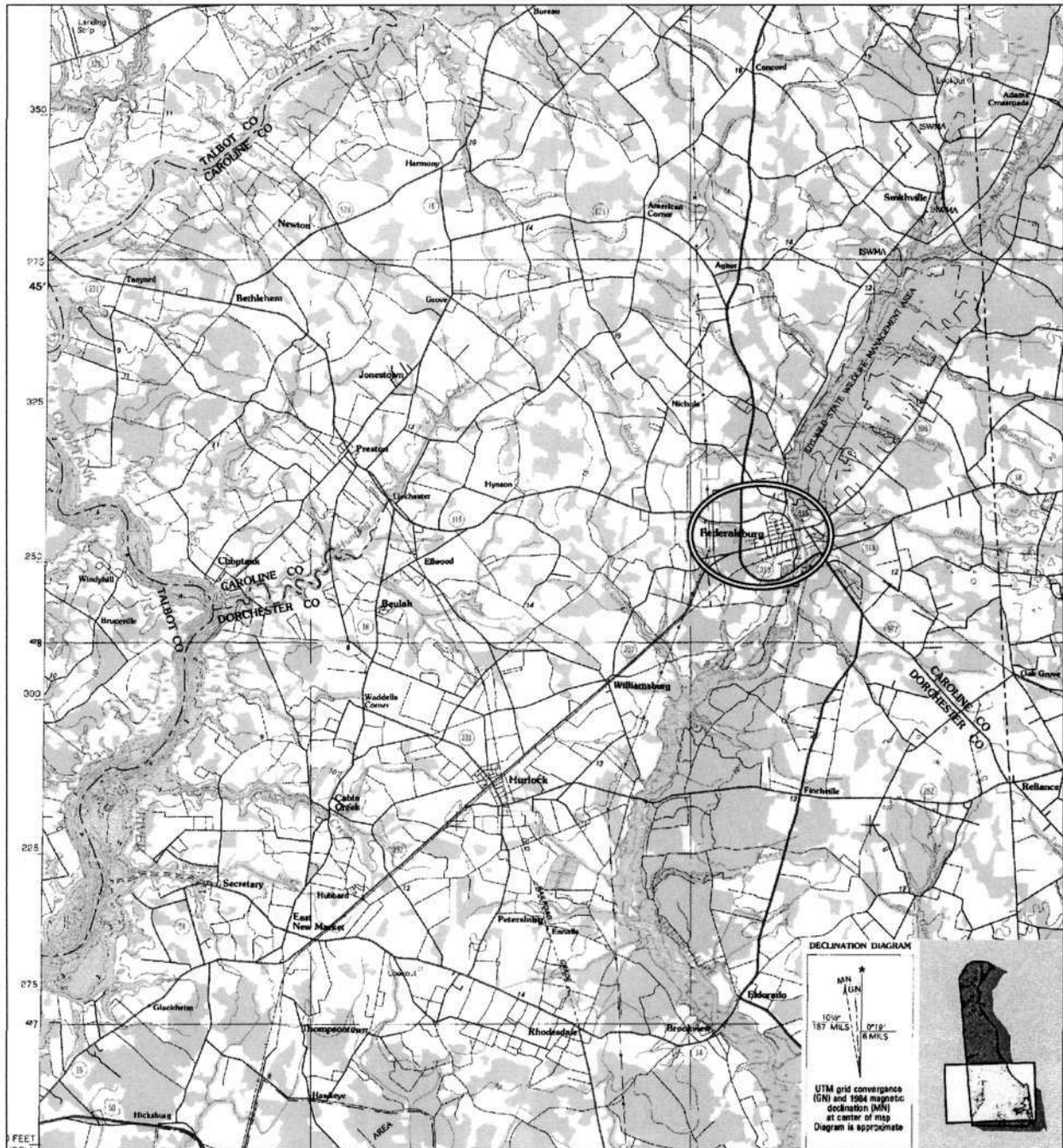


Figure 1: Seaford 100,000 scale USGS topographic map, showing the location of Federalsburg, Maryland.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 3

CAR-285



Figure 2: Federalsburg 7.5 minute USGS topographic map, indicating the location of the M&M Refrigeration Water Tower. The tower sits within the Federalsburg Multiple Resource Area (CAR-285), and the vicinity of the Federalsburg West Historic District (CAR-338).



Federalburg Multiple Resource District / Federalburg West Historic District

CAR - 285 / CAR - 338

M&M Refrigeration Water Tower

Caroline Industrial Park

Facing W, from Bee's Trailer Sales & Service,
406 Railroad Ave.

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR-286/ CAR-338

M&M Refrigeration Water Tower

Caroline Industrial Park

Facing 10° N of W, from Smith St.,
west of Austin Ave

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR- 285 / CAR-338

M&M Refrigeration Water Tower

Caroline Industrial Park

Facing 20° S of W, from the corner of
Railroad and Park Aves

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR-285 / CAR-338

M&M Refrigeration Water Tower

Caroline Industrial Park

Facing E. from Caroline Industrial Park

August 19, 2005



Federalburg Multiple Resource District / Federalburg West Historic District

CAR-285 / CAR338

M&M Refrigeration Water Tower

Caroline Industrial Park

Facing S, from elementary school
on University Ave

August 19, 2005

21011

CAR-285

CAROLINE COUNTY PUBLIC LIBRARY

FEDERALSBURG MULTIPLE RESOURCE AREA

DO NOT CIRCULATE

INTRODUCTION

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EAST DISTRICT

The East District is a residential area located on the east side of Marshyhope Creek, and is separated from the West District by the river, by several modern commercial buildings on both banks of the river and by open space on the east bank (20). It is comprised of buildings on both sides of most of East Central Avenue, most of both sides of Liberty Street from East Central to Chambers, and a group of buildings along Davis Street. The district is bounded on the south and east by modern houses and new industrial and commercial buildings, and by a group of small plain houses east of the district on East Central Avenue.

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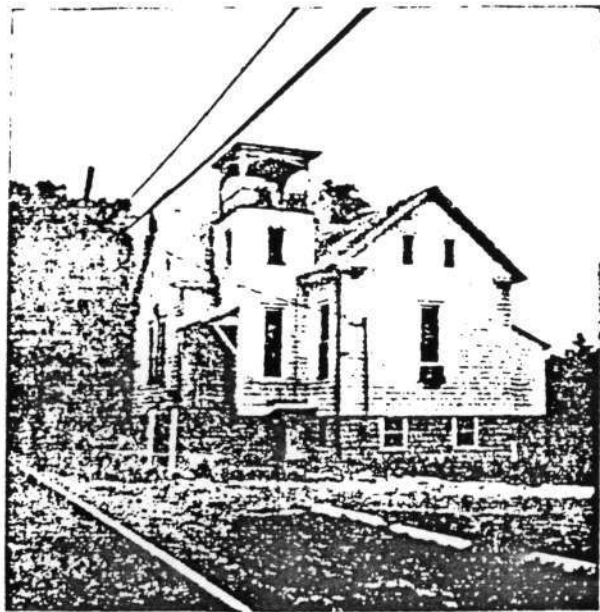
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37



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38



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P. v

